

Congress of the United States
House of Representatives
Washington, DC 20515

September 27, 2010

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Administrator Joseph C. Szabo
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: California's Applications for High-Speed Intercity Passenger Rail Program funding

Dear Secretary LaHood and Administrator Szabo:

As Members of the California Congressional Delegation, we urge you to give full and fair consideration to the State of California's applications to the Department of Transportation's Federal Railroad Administration (FRA) for California's High Speed Rail Project. These applications are for FY 2010 Service Development Program (SDP) funding made available through the High-Speed Intercity Passenger Rail (HSIPR) Program.

California is ideal for a high-speed train system. When completed, the 220 mph train is expected to span 800 miles from Sacramento – through the San Joaquin Valley – to San Diego. According to the California High Speed Rail Administration (CHSRA), thousands of new jobs are projected to be created. Additionally, CHSRA has said that its high-speed rail will meet FRA's conditions of independent utility while providing greater transportation mobility; increasing intermodal connections; decreasing congestion, pollution and greenhouse gas emissions; and serving as a catalyst for smart-growth-development at stations.

As you are aware, California is far ahead of any other state or region in its development and support of high-speed rail. In 2008, California voters approved over \$9 billion in bond funds for California's high-speed train system, making California the only state in the nation to have passed a high-speed rail measure. We are pleased that the state's award of \$2.25 billion from the Department of Transportation through the American Recovery and Reinvestment Act of 2009 (ARRA) has resulted in significant progress for the planning and development of large corridor segments in Phase I of the California Project: Merced to Fresno, Fresno to Bakersfield, Los Angeles to Anaheim, and San Francisco to San Jose. These state and federal funds total to \$11.25 billion dollars for the \$42.6 billion dollar project – over 25% of the total funding needed for the nation's only 220 mile per hour, high-speed train system.

California's project enjoys strong support from the State Administration, the State Legislature, the public, and a diverse group of stakeholders, including the California Labor Federation, California Chamber of Commerce, and the Sierra Club of California. In June of this year, CHSRA appointed a transportation executive with strong international credentials, Mr. Roelof van Ark, as the new Executive Director of the Authority. During his nearly 30-year career in the transportation industry, Mr. van Ark has held top executive positions in Europe and North America and has worked on the development of high-speed train systems in South Africa, France, China, and Germany.

California's High Speed Rail Project clearly has momentum. We therefore urge full and fair consideration of the State of California's applications. According to the CHSRA, this funding will be used for the design and build portion of Phase I and will help get California on the fast-track to meeting our transportation needs and revitalizing California.

Sincerely,



DENNIS CARDOZA
Member of Congress



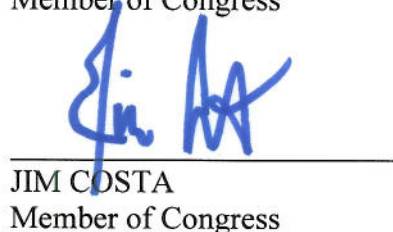
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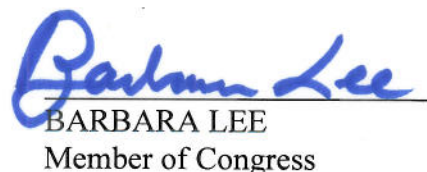
JOHN GARAMENDI
Member of Congress



JANE HARMAN
Member of Congress

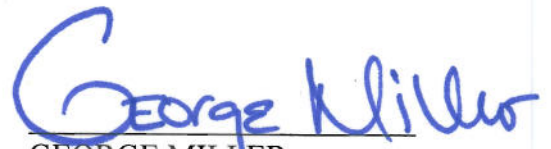



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JERRY McNERNEY
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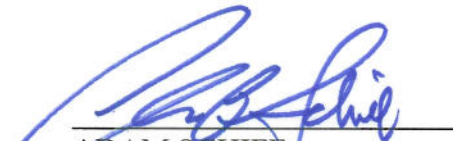

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